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Hongkong Daily Press.

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The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are therefore
CHEAPEST.
The Only Award Chicago, 1893
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No. 14,224 號建十式百式千建萬第 日初月年次十二光 HONGKONG, TUESDAY, OCTOBER 27TH, 1903 式拜禮 貿易十二月十年參零百九仟壹香港 PRICE, \$3 PER MONTH

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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.
3.30 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.45 p.m. to 11.15 p.m., every hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

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Between 11.00 a.m. and 11.45 a.m.
SPECIAL CARS by arrangement at the Com-
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PORTLAND CEMENT.
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MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
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MOTOR CYCLES, MAIL CARTS,
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OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
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MAN to take charge of the Estate Building
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Only first class need apply, stating age
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WANTED to hire TYPEWRITER for
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"EIGHT TOR" The PEARL
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For particulars apply to—
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SPECIAL OFFER for ONE MONTH ONLY of our Surplus Stock of THIN
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FLANNEL LOUNGE SUITS.....\$20 to \$25
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INCANDESCENT LAMPS, ARC LAMPS AND
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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
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They desire to take this opportunity of thanking their friends for the confidence reposed
in them in the past, and to assure them that every effort will be made to deserve a confidence
of their custom and support in the future.

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SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favorably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"

\$21 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY.

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS.

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\$41.75 PER DOZ. QUARTS.

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THEY ARE UNQUALLED AT THE PRICE.

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons,
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.

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Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting and Electric Fans, if
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Hot and Cold Water throughout.

Wines and Groceries specially imported by
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machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

Moderate Charges! NO EXTRAS!

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PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
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A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the
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For Terms, apply to the
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1030

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the
MANAGER,
Hongkong, 16th June, 1903.

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efficacious to revive the forces of persons enfeebled by illness or laborious
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NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

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VERY OLD LIQUEUR

SCOTCH WHISKY.

Our celebrated "E." Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen \$16.50
less 10 per cent. discount on account of current Exchange.

A. S. WATSON & CO.
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WINE-AND SPIRIT MERCHANTS.

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NOTICE TO CORRESPONDENTS.
On all communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

Non-simply signed communications that have already appeared in other papers will be inserted, orders for extra copies of DAILY PRESS should be sent by 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.
Telegraphic Address: PUKEI. Codes: A.B.C. & R.
Lieker's
P.O. Box, 35. Telephone No. 12

MARRIAGE.
On the 24th October at S. Joseph's Church, STEPHEN SCOTT NELSON to MARGARET ISABEL, daughter of the late D. P. THOMAS, of Australia.

2088

DEATH.
On the 24th October, at the General Hospital, SHANGHAI, HEINRICH CARL MUELLER, aged 65 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVIEUX ROAD, S.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 27TH OCTOBER, 1903.

It is a little over a year ago since we were told that the Belleville boiler, up to then the principal boiler in use in His Majesty's Navy, was gone for ever, the Boiler Committee appointed by Government having condemned it utterly. We had been prepared for this by the constant reports of the breakdown of Belleville-engined vessels, and so when it was heard that the Belleville was to be discarded no wonder could be felt outside service and engineering circles at the decision. According to the latest mail papers, however, more surprising things might happen than a reconsideration of the matter. It seems that one of the factors which have made this possible was the recent journey of two cruisers out to this station on trooping duties. Last spring we saw in Hongkong H.M.S.S. *Europa* and *Spartiate*. It was little suspected by most people in the Colony that there was any special significance in their visit to us, apart from their work as troopers. It seems that there was a good deal more. It is now stated that Rear-Admiral MAX, Controller of the Navy, specially selected these two Belleville cruisers to send out to China and back, under war conditions, as a really reliable test of the capacities of the condemned boiler. The result was that each of the two vessels steamed 25,000 miles and returned home without exhibiting any kind of defect. In

the case of the *Spartiate*, her boilers were proved to be as good as new after her long trip, for she joined in the naval manoeuvres and altogether put together a steaming record of 5,400 miles without a break down.

In the *Daily Chronicle*, Mr. FRED T. JANE, whose authority in a naval expert no one is likely to dispute, writes very warmly on the "rehabilitation" of the Belleville, and marshals the facts of the *Spartiate's* and *Europa's* achievements at far greater length than we can give the space for here. He has been all along a strong adherent of the Belleville boiler, but this must not blind us to the strength of the figures adduced in support of his case. And Mr. JANE is not alone, but has a great mass of support in the engineering branch of the Royal Navy. In fact he does not hesitate to say in his article in the *Daily Chronicle* that "the engineers, practical men, in the face of the adverse verdict of the Boiler Committee (composed of theoretical experts), believed in their Bellevilles, and now they have shown their ability and the correctness of their opinion. The *Spartiate* and *Europa*, continue Mr. JANE, have done what no cylindrical boiler ships could attempt to do, and probably what no ships with other types of water-tube boilers could do, for other types haven't the coal-economy so essential to this nation. Yet all the new British warships are being given different experimental types—in several cases types that even the Boiler Committee has condemned since its first recommendation of them—and Mr. JANE fears that we are plunging into an abyss of experiment, making wholesale installations of boilers that may or may not succeed, and succeed how they may, cannot conceivably do better than the Bellevilles can do. He attributes this to political reasons, urging that, despite the fact that that stalwart Radical, Sir WILLIAM ALLAN, is a leading man in the anti-Belleville party, the original sin of the Belleville boiler is that it was introduced by Lord SPENCER's administration. We can hardly credit this argument of Mr. JANE, and we may point out that he himself cannot be quite free from political bias, since he is about to contest Portsmouth at the next General Election—as an Independent, it is true, but still as an anti-Government man as far as naval affairs are concerned. Nevertheless, his article in defence of the Belleville boiler must be duly considered by all interested in the question, for there is no doubt he represents the opinion of hundreds of engineers in the Navy, who are themselves precluded from using their voices in the matter. Whether there is a chance of the restoration of the Belleville boiler or not, we could not attempt to say. It seems at least a great pity that it has been entirely discarded, if it is true that practical (as opposed to theoretical) experts have so strong a belief in its merits, as Mr. JANE, writing over his own name and thereby risking his reputation as a critic, does not hesitate to proclaim that they do.

A common spectacle yesterday morning were khaki-clad Volunteers hurrying back to business after their weekend sojourn on Stonecutters' Island.

The Annual Sale of Work, in aid of the C. M. S. Baxter Schools, will be held in the City Hall on Tuesday, the 3rd prox., from 3 to 6 o'clock.

The only cases of communicable disease reported in the Colony last week were four of enteric fever, all outside the city of Victoria. The sufferers were three Europeans and one Japanese. No fatal case of disease was reported.

Sergeant A. McSwain of the Police, who has been in the Government Civil Hospital for a long time suffering from a painful swelling of the left foot, has had to have four toes amputated. He is progressing well and is expected to be out again in six weeks or so.

It seems to us a very discreditable fact that, though there are now 200 Volunteers on Stonecutters' Island and a much larger force of Regulars, there is no doctor within nearer reach of the island than Kowloon, in event of such accidents as occurred on Saturday night. But for the fortunate possession of a certain amount of ambulance class knowledge by a member of the H.K.V.C. a serious fatality might have been recorded.

The near approach of the period during which the Chinese pay ancestral homage is having the effect of making the passenger traffic to Canton very heavy. On Sunday night the s.s. *Kwongchow* left with a full complement of passengers, and her gangways had to be drawn up three-quarters of an hour before she sailed. Other steamers have been equally benefiting from the exodus.

It is rumoured that the Police are going to take over the Bay View Hotel again as a station, doubtless because of the increased traffic that will follow the completion of the tramway in that district, coupled with the many cases of robbery that have taken place recently on the Shinkwan Road. As the Metropole Hotel has been acquired for the purposes of a brewery at any part of his long prosecution. He will return to the States with the unburnished reputation that he brought with him to these

the directors of the famous Lyceum Theatre in the Strand have decided to reconstruct it and transform it into a theatre of varieties or music hall.

The Government tender *Stanley* which recently came out of dock is receiving the finishing touches, under the direction of Captain Robinson, as she lies at her buoy opposite the Harbour Office.

The visitors to the City Hall Library and Museum for the week ending 25th October, were 2,010 non-Chinese and 67 Chinese to the former, and 54 non-Chinese and 2,017 Chinese to the latter institution.

The two new Admirals of the German squadron, Rear-Admiral von Prittwitz and Commander von Holtzendorff, left Genoa on the 14th inst. for China on board the German *Prinz Heinrich*.

The Japanese Minister to Siam, Mr. Magaki, has been promoted to the rank of Envoy Extraordinary and Minister Plenipotentiary. Japan is the third Power to appoint a Minister Plenipotentiary to be resident in Bangkok.

On the appointment of the Hon. F. H. May to the Acting Governorship after the departure of H. E. Sir H. A. Blake, the Hon. A. M. Thomson, Colonial Treasurer, will take the Acting Colonial Secretariate ship.

The presence of another typhoon in the neighbourhood, though at more than 300 miles away, succeeded in producing a very oppressive feeling in the air last night, as well as a mist on the Peak.

Prince Adalbert of Prussia, who will leave Genoa on the 28th inst. on board the German Mail *König Albert*, has received orders to join H.M.S. *Herbier*, on the 27th November in Hongkong. He will do service during the next two years on this station.

We omitted to mention in our report of Saturday's Bazaar that Mrs. Webb and Mrs. Birdwood were particularly associated with Mrs. May in organising the affair, and their efforts largely helped towards its success. The inception, however, we believe to be due to Mrs. May.

According to a Japanese native paper, the New York Sun Life of Canada, and Mutual Life Insurance Co.'s branch offices in Tokyo and Yokohama have received orders from their general offices not to accept insurance on the lives of military and naval men in Japan, China, and Russia.

The German Kaiser ordered that the full report of the speech by Mr. Joseph Chamberlain at Glasgow (the gist of which we have given) should be telegraphed to him. This fact added to the already great public interest with which this political utterance was being looked forward to.

The celebrated Tillick case at Bangkok was expected to finish on the 17th inst., the eighth day of the Court sitting, but we have no news of its termination yet. Mr. A. F. G. Tillick, brother of the Attorney-General, and his Burmese clerk are, it may be remembered, accused of receiving a large amount of jewelry stolen from the shop of Mr. Grachart.

The *Ostasiatische Lloyd* publishes the following telegram dated Yokohama, 18th October:—Some time ago a number of steamer companies received orders from the Government to retain some of their ships in Japan for the eventual transport of troops. During the last few days all companies were informed that there was no longer any necessity of retaining their ships.

Of all the pests that prey upon mankind, says the *Medical Press*, perhaps the oldest and most widely distributed is the common flea. This inconvenient insect is found in all parts of the habitable world, even in the ice-holes of the Pigmimia, although by preference its happiest hunting-ground are in warm and temperate zones. The habits of this tiny insect have been carefully studied by naturalists. During the breeding season the lady flea deposits from eight to twelve little grey eggs in the cracks of the flooring, or in some other convenient shelter. In five or six days, if the weather be warm and reasonable, the eggs hatch, and tiny little grubs then become fleas. The bite of the flea conveys some sort of poison that provokes a flow of blood to the part bitten, and thus enables it to obtain a maximum result with a minimum of exertion. The diabolical ingenuity of this most pernicious creature.

PHILIPPINES OFFICIAL ACQUITTED.

As a result of the enquiry into the case against Mr. Barton Sinclair for criminal negligence by reason of which funds entrusted to his care, and for which he was responsible, as Treasurer of Rizal Province P. I., had been found short, we learn from Manila papers that Mr. Sinclair, whose case has been mentioned in these columns, and who attempted to commit suicide in the office of the Attorney-General, has been honourably acquitted. Commenting upon this case the *Manila Callender* says:—Mr. Sinclair's honesty has not been at stake at any part of his long prosecution. He will return to the States with the unburnished reputation that he brought with him to these Islands.

TELEGRAMS.

REUTER'S SERVICE.

NEW BRITISH AMBASSADOR AT WASHINGTON.

LONDON, 24th October.

Sir Henry Mortimer Durand succeeded the late Sir Michael Herbert as Ambassador at Washington.

Who gives the following information about Sir H. M. Durand:—

DURAND, Sir Henry Mortimer, G.C.M.G., &c., K.C.I.E., &c., 1894; K.C.I.E., &c., 1887; Ambassador and Consul-General at Madrid since 1900; b. 1859; f. of late Major-General Sir H. Durand, R.E., and Anne d. of Sir J. McCaskill, K.O.B., &c., 1875; Ella d. of T. Sandy, Educ.: Lincoln's Inn, 1872; entered Bengal Civil Service, 1873; Political Secretary to Sir F. Robt. Erskine, the British Commissioner in India, 1894-95; conducted Mission to Amir of Afghanistan, 1895; Minister at Tehran, 1894-95; Publications: *Editor for Henry Du and his History of the first Afghan War*, 1879; *Life of Sir Henry Durand*, 1893; *Heath's Travels*, 1891.]

CANADA AND THE ALASKA BOUNDARY AWARD.

LONDON, 24th October.

In a debate on the Alaska Boundary Award in the Canadian House of Commons, Sir Wilfrid Laurier observed that they might have made a mistake in supposing Canada's interests were safe in the hands of Lord Alverstone, but he would not believe it until he had Lord Alverstone's reasoned opinion. If Canada had refused to proceed after treaty had been signed, the American flag would have flown over all the disputed territory or the Canadians would have had to fight for their rights. Sir Wilfrid Laurier announced that immediate steps would be taken to construct a railway to Yukon.

FOOCHOW.

FOOCHOW, 23rd October.

PROPERTY SALES.

It is now known that the good sale of European property referred to in my last letter—that of one of the largest houses in Nantai—was to Mr. Lo Tsung Hien, oldest son of the late Chin Chen Lo Feng-Le, who is expected to take possession on the 1st prox.

SPORT.

Our Hongkong visitors have been no more successful in their attempts to bag a tiger in the Kucheng district than were those from Shanghai on a previous occasion. But they appear to have taken more trouble, and have at any rate discovered that the man-eater (*man-eaters*) is a leopard and not a tiger. The villagers gave but little support. When a tiger was found they insisted on placing it in a coffin at once. The man-eater returns to "drag" his prey, and finding his game up clears off in the thick undergrowth. The corpse of a Chinese woodcutter was found with the marks of the brute's teeth in his throat and a paw-mark on his shoulder, otherwise untouched, but lying close to that of a young boy, one of whose thighs had been quite devoured. The man had evidently disturbed the leopard at his meal.

It is pleasant to turn from this gruesome report of big game sportsmen to the splendid victory of our local gun club over Amoy with 102 points against Amoy's 90 (out of 120).

The Ladies' Tournament was rather easily won by Miss E. Draw, daughter of the Commissioner of Customs, etc.

FOOCHOW ARSENAL.

Our local paper in its weekly issue on Saturday last, quoted in full a leading article from the N.C. Daily News of 7th October re the Foochow Arsenal. There is no doubt that the present director, Mr. C. Doyle, is leaving the Arsenal shortly, and it is reported that Mr. A. Bertrand is to take his place, but with no means such full powers as were granted to his predecessor. It appears that Taotai Wei Han, who is responsible to the Government, is evidently taking firm measures to preserve the Arsenal for Government purposes.

THE TEA-MARKET.

The market for Oolong tea, which has been stagnant for so long, was set going quite briskly last week, the Chinese tea-men probably giving up all hopes either of an appreciable fall in exchange or of finding the American market inclined to weakness. It has been estimated by some that the loss to the Chinese has been about 6 lacs out of a settlement of 18 lacs, a dead loss of at least a third of their present sales.

WARSHIPS.

H.M.S. *Bramble* put in here yesterday to coal, having experienced very nasty weather outside. The British community are all hoping to see one of H.M. ships here at least this winter. During the last years they have been conspicuous by their absence.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has fallen considerably over S. China, rising slightly over the Philippines.

The gale seems to have passed into the China Sea and to be lying off the N.W. coast of Luzon this morning. It is probably moving WNW. or NW.

The Northern depression is moving Eastwards over N. Japan, with a rapid fall of the mercury over E. Japan, and a quick rise over N. China, pressure now being high over the latter area.

Heavy weather again setting in over the Formosa Channel and N.E. part of the China Sea.

Forecast—N. winds, probably freshening considerably, fair to squally and unsettled.

Red Drum hoisted.

CORRESPONDENCE.

BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th October.

Sir,—In the interests of the general public I wish through the medium of your paper to bring to the notice of the management of the Hongkong and China Gas Company, Limited, the present bad supply of gas to consumers. On

dit, every household in this Colony is complaining bitterly of this fact, which is more than fully supported by the poor light exhibited for some time past in almost all the streets and public thoroughfares. Whatever may be the cause of this bad light, it is high time for the management (who is catering for the public) to adopt at once the desired improvement, as consumers, who are in possession of more opium than the law allows many Chinese are fined sums varying from \$5 to \$20, and quantities of opium were confiscated.

POLICE COURT.

Monday, 26th October.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

UNLAWFUL OPIUM.

His Worship had a very large number of bad characters to deal with yesterday, and many and varied were the charges against them. For being in possession of more opium than the law allows many Chinese are fined sums varying from \$5 to \$20, and quantities of opium were confiscated.

LONG-LOST PRESENT.

In March of last year a Captain Montgomery chartered a bumboat to go out to a steamer in the harbour, and among his luggage was a case of Japanese crockery addressed to his wife. In some way not explained that case did not find its way on board the steamer with the captain, but remained *perdu* in the bumboat since March, 1902, until Saturday last, when it was discovered hidden under a pile of firewood at the bottom of the bumboat. The contents appeared to be intact, and the boatman said he was waiting patiently for the captain to return and claim his property. The man was given bail pending enquiries as to the whereabouts of Captain Montgomery, who will no doubt be glad to hear of the strange discovery of

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 23rd September.

The Board of Public Instruction have lately, in accordance with their usual practice in the autumn, issued a list of lectures for the winter half year. Its range is a wide one, comprising theology, law, medicine, the sciences, literature, art, music, &c. The lecturers are mostly local men, clergymen of the various denominations, judges, and barristers, leading physicians and surgeons, masters at the higher schools, &c. Besides these, professors from several of the German universities have been retained for short courses during their holidays; a member of the University of Geneva will lecture on French literature; whilst an Oxford M.A. will read a series of papers on "Some Aspects of English Creative Literature in the Nineteenth Century." Most of these lectures are open to the public free of charge; special ones, however, on medicine and surgery include a clinical and operative course at one of the hospitals, on chemistry with practice I work at the Government laboratories, on theological subjects, and others are reserved for students and younger members of the different professions.

These lectures, which follow in some respects the lines of the University Extension movement with us, were started several years ago, partly I believe with the intention of testing public opinion as to the desirability of founding a university in Hamburg. This question has since been much discussed in private circles and in the Press, and a feeling is steadily gaining ground that the wealth of the city makes it incumbent upon all to aid in increasing the means and opportunities for mental culture. Setting aside the question of cost, which is a serious one, 39 million marks being the lowest figure considered necessary for the endowment of a university, it is urged against the scheme that Hamburg is not a suitable place for academic studies; it lacks the peace and quiet dear to the scholar, and being a large and wealthy seaport town, throws too many distractions and temptations into the way of the young; moreover, living is very expensive. Other arguments are not wanting, such, for instance, as the proximity of the universities of Kiel, Rostock, and Göttingen, which would win to render a similar institution in Hamburg superfluous, particularly as it is desirable as a rule that young men on leaving school should not remain at home, but should continue their studies amidst new surroundings, in order to enlarge their ideas and widen their mental horizon. The opponents to the plan maintain that what is really required is a Commercial High School like those established in Cologne and Leipzig a few years ago, which, in the short time they have been in existence, have attained such signal success. The vast commerce and growing industries of Hamburg, they assert, would permit of theory being illustrated by practice at every step. Commerce has now become a science, and the elementary education which enframed for former generations no longer answers the requirements of the age, where the knottiest and nicest points of international law and political economy, &c., have frequently to be dealt with.

Strange to say, there are still some few who hold that the ordinary term of apprenticeship in a merchant's office, a few lessons in languages, and a certain number of years spent abroad, are of more practical value to a young man than the theoretical knowledge to be acquired from learned professors. They will not understand that practice and theory must work hand in hand in order to ensure success. People in England have found this out to their cost!

The papers are once more triumphant over a record-breaking passage of one of the steamers of the Hamburg-American Line, the *Deutschland*, this vessel having performed the voyage from Cherbourg to New York in 5 days 11 min. and 53 sec. One would suppose that such feats, although costly in the way of fuel, &c., must pay in the end by raising the reputation of the company, or they would not be continued in. This line is always to the fore; they have lately established a regular monthly service between this port and Havana and Vera Cruz, and our Minister in Cuba has, in one of his reports expressed his deep regret that British ship-owners should have again been foreshortened. It must be admitted that the spirit of enterprise is not lacking here; one hears of some new venture nearly every day. It is now stated that the De Freitas line are about to open a direct line to Tunis, and in fact their steamer the *Byzant* is already authorized to leave for that port on October 29th.

It appears that the Sugar Refiners' Trust alluded to in my last is not destined to become a permanent institution. The proposed syndicate of the raw sugar mills being likely to fall through, owing to the refusal of about 25 per cent. of them to join, the Committee have informed the Refiners' Trust that they hope they will not extend their operations beyond the month of February next, and that they (the mills) are determined to oppose the enhancement of prices by artificial means.

The Cotton Corner seems to have come to an end in spite of the unprecedentedly small movement of the new crop in the States, and lighter stocks than have ever been known, at least since the American war in the cotton markets of the world. Spinners everywhere are restricting their purchases as much as possible until more abundant supplies, offering a better selection, shall come in, whilst the attention of speculators is turned to the new crop. Everybody is, as it were, sitting on the fence awaiting further developments. The Egyptian bubble burst last week, the price of spots Sept. "futures" dropping about 3d. per pound in as many days. The chief operators not being able to carry it on any

longer, stopped payment, in consequence of which their entire holdings were thrown on the market. This has engendered a feeling of distrust in other circles as well, and futures have declined sharply in Liverpool under the apprehension of further embarrassments there. Whether the end of the month will see a revival depends upon the extent of the short interest still open.

The corner and the gigantic deals and manipulations of the American operators have led to a renewed outcry against the futures markets. I learn from the papers that both in the States and in European countries a movement is being set on foot to obtain a prohibition of business in futures. But though the abuse of the system such as has been witnessed this year deserves the most severe condemnation, I fail to see how the enormous crops of cotton, corn, and other produce we have to deal with can be moved without the co-operation of a futures market.

I must not conclude without a few words on the principal political event of the fortnight, Mr. Chamberlain's resignation, preceded by Mr. Baldwin's pamphlet, and followed by the publication of the correspondence that passed between the Colonial Secretary and his chief. The German papers discuss the subject in very material way, and show little or no animosity to the man they so often reviled during the war in South Africa. The moment the Boers found that General White had these guns they were done for, as they could not advance their guns close enough to make good practice. They were compelled to keep them at long range, which meant the saving of Ladysmith. The two 4.7 guns of Captain Lambton had a moral effect as regards their firing. At the long range that they were used no variation of atmosphere and temperature played an important part as regards the cordite. Many ranging shots are required to hit a gun at 3,000 yards. Captain Lambton had none to spare of this ammunition. He was obliged to hush up what he had, and reserve it for the time when the Ladysmith army should come out and assist General Buller. General Hunter, being an infantry soldier, probably knew nothing about the capabilities or uses of artillery. The army were in a tight corner. They did not say (but a naval officer did) that there was every chance of their being besieged in Kimberley and Ladysmith; and that they had no long-range guns to defend themselves with against the Boers, with their bases open, could bring against them. The urgent telegram from Sir George White asking for naval guns arrived on October 21, at five p.m. on the 26th Captain Lambton shipped the guns, for which Captain Scott had prepared mounting at Simon's Bay, and on the morning of the 30th was at Ladysmith. He arrived to find muddles on all sides—the left, at Nicholson's Nek, where the Gloucestershires were captured, and an almost equally serious condition on the right, to which publicity could not be given, owing to the fact that the door to Ladysmith was closed for 110 days. Out of the train the sailors came, and went into the general muddle with no one to guide them; but their long-range 12-pounders told the Boers they were there. They fought well, and their doings are the only creditable performance in connection with that deplorable Monday. It was a naval officer who provided means both outside Ladysmith and Kimberley for communication by flinging a searchlight mounted on a railway truck. It was a naval officer who, by providing General Buller with long range guns, assisted in releasing General Hunter from his imprisonment. That naval officer received no reward from the Army. It is ungenerous of General Hunter to attack the Services which did so much for the Army in South Africa.

The Commander-in-Chief at the Academy banquet, General White, and General Buller have all been loud in their praise of what the Naval Brigade did. General Hunter was Chief of the Staff in Ladysmith. Waggon Hill and Cossar's Camp were practically the key of the position. It was well known that they were not properly defended. It was also well known that Captain Lambton had frequently pointed out the fact. His prognostications were true. Cossar's Camp, and Waggon Hill were seized by the Boers, and it was only heavy rain and a gallant charge of the Devons that regained the key of the position which had been lost by want of forethought and provision. Possibly this accident, which reflected upon General Hunter, as Captain Lambton had forewarned him of it, gave rise to the bitter and personal manner in which he has attacked the Naval Brigade. Captain Lambton received a plain C.B. for his services; General Hunter was made General and received a K.C.B. Captain Lambton is a proper sailor-like language has said that General Hunter's statements are untrue, and very properly, in the interest of the Navy, demanded an apology, which Lord Roberts can hardly refuse. The plain C.B. which Lord Roberts awarded to Captain Lambton and Captain Scott has never been mentioned by the Naval Service, as they are quite accustomed to such treatment when they assist the Army, but to have such an abusive statement couched in the language used circulated to the public is a matter which the country should take up. Captain Lambton has only demanded an apology, which will be given and then the Navy will drop the question, for they can laugh at such things. The whole report of the War Commission is so shocking that the Navy need pay but little heed to the expressions of opinion of an officer jealous of the Service that prevented him from being marched a prisoner to Pretoria.

The Blue-book of the Royal Commission on the War is published to the country, and it points out faults everywhere in the Army, the Parliamentary chief of the Army being the chief offender. The only attack on the Navy is

NAVAL GUNNERY AT LADY-SMITH.

"One who Knows" writes thus to the editor of the *Daily Chronicle*:

SIR.—Captain Lambton, through no fault of his own, was short of ammunition. Both he and Captain Scott wanted 1,000 rounds per gun set up. The Admiral limited it to 300; he could get no more, for, owing to the awful bungle made by General White and his staff on the Monday, when Captain Lambton arrived, the door was shut, and no more ammunition could be obtained. In Ladysmith the arrangements were so bad that all information got to the Boers. One secret only was preserved—that the big guns were short of ammunition. For 119 days Captain Lambton bore the brunt of abuse for not firing his guns more often than let it get to the Boers that he had no ammunition. Captain Lambton's guns, as admitted by General White, saved Ladysmith, for they prevented the Boers from bringing their guns into a range at which they could have made good practice. The Boers knew perfectly well that the British Army had no long-range guns; they knew that they had only 15-pounds, with a range of some 4,000 yards. Lambton arrived with four long naval 12-pounds, which had range almost equal to the Boer big guns, and two 4.7 guns, which about equalled any gun that the Boers had in the field in range, and were of higher velocity than the long Toms. The moment the Boers found that General White had these guns they were done for, as they could not advance their guns close enough to make good practice. They were compelled to keep them at long range, which meant the saving of Ladysmith. The two 4.7 guns of Captain Lambton had a moral effect as regards their firing. At the long range that they were used no variation of atmosphere and temperature played an important part as regards the cordite. Many ranging shots are required to hit a gun at 3,000 yards. Captain Lambton had none to spare of this ammunition. He was obliged to hush up what he had, and reserve it for the time when the Ladysmith army should come out and assist General Buller. General Hunter, being an infantry soldier, probably knew nothing about the capabilities or uses of artillery. The army were in a tight corner. They did not say (but a naval officer did) that there was every chance of their being besieged in Kimberley and Ladysmith; and that they had no long-range guns to defend themselves with against the Boers, with their bases open, could bring against them. The urgent telegram from Sir George White asking for naval guns arrived on October 21, at five p.m. on the 26th Captain Lambton shipped the guns, for which Captain Scott had prepared mounting at Simon's Bay, and on the morning of the 30th was at Ladysmith. He arrived to find muddles on all sides—the left, at Nicholson's Nek, where the Gloucestershires were captured, and an almost equally serious condition on the right, to which publicity could not be given, owing to the fact that the door to Ladysmith was closed for 110 days. Out of the train the sailors came, and went into the general muddle with no one to guide them; but their long-range 12-pounds told the Boers they were there. They fought well, and their doings are the only creditable performance in connection with that deplorable Monday. It was a naval officer who provided means both outside Ladysmith and Kimberley for communication by flinging a searchlight mounted on a railway truck. It was a naval officer who, by providing General Buller with long range guns, assisted in releasing General Hunter from his imprisonment. That naval officer received no reward from the Army. It is ungenerous of General Hunter to attack the Services which did so much for the Army in South Africa.

PLEASANT FOR JOURNALISTS.

The *Daily Chronicle*'s special correspondent writes as follows from Istanbul concerning Turkish feeling against the Press:

It is extremely difficult to obtain full details of what is going on in the villages, and the authorities have absolutely forbidden all Europeans to go outside the town, except to one or two places in the immediate neighbourhood where no devastation has been committed. I had arranged the other day to visit the villages of Euf and Bitus, on the Florina road, which had been burnt and some of their inhabitants slaughtered a few days ago. Permission was granted to me in the evening, and revoked the following morning. The excuse given was that the authorities (who had assured me that order was almost completely re-established) could not be responsible for my safety, as the bands were about and had threatened to murder any journalists they could find. The real reason is, of course, that the authorities themselves do not wish anyone to see the traces of the work they have been carrying on, and this supposed Bulgarian threat, which is officially notified to every correspondent who comes to Istanbul, is in fact neither more nor less than a Turkish threat. The feeling against the Press in Government quarters is very strong, and whenever a European visits Hilmi Pasha, the latter always makes a point of complaining of the "atrocious libels" against Turkey published by foreign newspapers. He does not, however, seem to appreciate the suggestion that if the statements complained of are libels, the best way of refuting them is to allow Europeans free access to the districts said to have been devastated.

A QUESTIONABLE METAPHOR.

Sir Archibald Hunter pleads guilty to having told the truth in an offensive way, and, as in a French duel, honour is satisfied. Such a holy regard for the proprieties is ludicrous. The public is not concerned a little tiny bit as to whether General Hunter was "within the courteous" in his criticism of the Naval shooting at Ladysmith; the point is—was it the truth? Could school-girls have made better practice, to stick to the metaphor which roused the Hon. Hedworth Lemont's ire? The Army representative adheres to his opinion, but regrets that he could not be satisfied with the "handy man" at least was beyond reproach. Sir Archibald Hunter is undoubtedly within his rights in retaining his opinion of the shooting of the Naval Brigade, but it would have been charitable to have kept it to himself and not to have shattered our remaining idol! Could school-girls have made better practice, to stick to the metaphor which roused the Hon. Hedworth Lemont's ire? The Army representative adheres to his opinion, but regrets that he could not be satisfied with the "handy man" at least was beyond reproach. Sir Archibald Hunter is undoubtedly within his rights in retaining his opinion of the shooting of the Naval Brigade, but it would have been charitable to have kept it to himself and not to have shattered our remaining idol!

Times of Ceylon.

PUBLICATIONS RECEIVED.

Jimmy. By JOHN STRANGE WINTER. London: George Bell & Sons. Indian and Colonial Library.

The Washingtonians. By PAULINE BRADEFOORD MACKIE (Mrs. HERBERT MULLER HOPKINS). London: George Bell & Sons. Indian and Colonial Library.

The Dayspring. By DR. WILLIAM BARREY. London: George Bell & Sons. Indian and Colonial Library.

Anglo-Americans. By LUCAS CLEVE. London: George Bell & Sons. Indian and Colonial Library.

Deficient Saints. By MAXWELL SAUNDERS. London: George Bell & Sons. Indian and Colonial Library.

The Wind in the Rose Bush. By MARY E. ELKIN. London: John Murray. Imperial Library.

An Irish Cousin. By E. E. SOMERVILLE and MARTIN ROSS. London: Longmans Green & Co.

East of Asia. Vol. II. No. 3. Shanghai: North China Herald Office.

Price ... \$1.50.

On Sale at NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.

that of General Hunter. What did the Navy do towards the war? The Navy provided guns; Captain Percy Scott was appointed commandant of Durban; the Navy introduced to the Army the use of eyes; the naval officers left their swords behind and carried a telescope instead; the Navy, when in the field, donned the same uniform as their men; the Army followed their example. The Army lost guns by the battery; no naval 12-pounds was ever taken by the enemy; no 4.7, while worked by the sailors, was ever taken by the enemy, but when turned over to the Army they lost one. Pretoria housed 5,000 soldiers as prisoners and two sailors who were in the armoured train at Chievely. The sending up of this train was a military blunder.

In the annals of the war the attack made by the Naval Brigade at Graspan will, through history, stand out as one of the bright episodes of the Boer war. They stood their ground with a loss which was never met with before or after that battle. Sir General Hunter attempts, in language unbecoming the character of an officer and a gentleman, to belittle their services.

Captain Lambton has taken the course so characteristic of our inferior naval officers—he has stated that General Hunter's assertions are untrue, and has demanded an apology. Among those who were in Ladysmith, Captain Lambton alone remains, the only officer who received a C.B.

THE CREAM OF SCOTCH WHISKIES.

ARE

KODAKS. FILMS. AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

ACHEE & CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD

(1ST FLOOR, ABOVE MESSRS. PRIOR & CO.)

Hongkong, 17th September, 1903.

[133]

PUBLIC COMPANIES

HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 3rd day of OCTOBER, 1903, at NOON, when the Subjoined Resolutions will be proposed, viz.:

1. That the Capital of the Company be increased from \$1,100,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,

General Managers. [2305]

BROWN, JONES & CO., MONUMENTAL MASONS.

ITALIAN AND AMERICAN MARBLE STANTRY FIGURES, CHERUBS, COLUMNS, RUSTIC AND PLAIN CROSSES AND HEADSTONES IN STOCK.

CEMETERY MEMORIALS made to and design in Italian and American Marble and Hongkong Granites.

LETTERING in any Style or Language.

COAST PORT ORDERS carefully and promptly executed, Hongkong, 7th August, 1903. [2231]

DR. NEWELL WILSON, DENTIST.

COLD STORAGE.

is pleased to announce that his Offices (over MESSRS. WATKINS LTD. New Dispensary) are completed and he can be seen from 8.30 A.M. to 1 P.M. and 2 to 5 P.M.

Latest American methods. Reasonable prices. No charge for examinations.

31, QUEEN'S ROAD CENTRAL, Watkins Building, Hongkong, 26th October, 1903. [2341]

[65]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI A.I. A.B.C. Scott's and Engineering Co. Used.

DOCK No. 1 (at TATEGAMI):

Extreme Length ... 523 feet

Length on Blocks ... 513

Width of Entrance on Top ... 89

Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide 261

DOCK No. 2 (at MUKAIJIMA):

Extreme Length ... 371 feet

Length on Blocks ... 320

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Building, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only replied for Cash.

Telegraphic address: PRESS. Codes: A.B.C. 5th Ed. Letters. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. AHMED RAHIM being about to proceed to Bombay, Mr. SOOMAR-BOY MAWJEE assumes charge of my business from this date, and is authorized to sign the firm in Hongkong, China and Japan.

E. PABANEY.

Hongkong, 27th October, 1903. [2982]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 29th October, 1903, at 2.30 p.m., at his

SALES ROOMS, Queen's Road,

AN ASSORTMENT OF

JAPANESE CURIOS, SILKS,

EMBROIDERIES, &c.;

Comprising:-

SATSUMA, KANGA, SILVER,

CLOISONNE, BRONZES, TEA SETS,

VASES and ORNAMENTS, IVORY,

CARVINGS;

CUT VELVET PICTURES, CARPETS

and RUGS, FOLDING SCREENS;

&c., &c., &c.

TERMS OF SALE:- As customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 27th October, 1903. [2987]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 29th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.

Hongkong, 26th October, 1903. [2986]

AUCTIONS

PUBLIC AUCTION.

IN BANKRUPTCY.

RE THE TACK-LEE FIRM, BY ORDER OF THE OFFICIAL RECEIVER AND TRUSTEE.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 2nd NOVEMBER, 1903, at 3 p.m., at

LAI ON'S GODOWN NO. 956, West Point,

THE FOLLOWING QUANTITY OF

ASSORTED MATTINGS.

Comprising:-

402 Rolls 70 to 75 lbs. weight per roll,

40 yards long 1½ yard wide.

83 Rolls 20 yards long by 1 yard wide,

Pin Fa Matting.

126 Rolls 35 yards long by 1 yard wide,

Pin Fa Matting.

23 Rolls 40 yards long by 1½ yard wide,

Ngan Ko Coloured Matting.

10 Rolls 40 yards long by 1½ yard wide,

Hop Fa Coloured Matting.

2 Rolls 40 yards long by 1½ yard wide,

Cheung Kai Coloured Matting.

20 Rolls 40 yards long by 1½ yard wide,

Cheung Kai Coloured Matting (superior quality).

8 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting.

28 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting.

27 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting.

137 Rolls 40 yards long by 1 yard wide,

Tang Cheung Matting.

30 Rolls 40 yards long by 1 yard wide,

Cheung Kai Matting, superior quality.

565 Rolls.

TERMS:- As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 26th October, 1903. [2989]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

THE MILITARY AUTHORITIES that

GUN PRACTICE will be carried out from

the West end of Stonecutters' Island on the

undermentioned dates at Barrel Targets in a

Westerly direction, to the South of Chungking

Island:-

October 30th, at 6 a.m.; October 31st, at 3.30 p.m.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 20th October, 1903. [2977]

By Command,

F. H. MAY,

Colonial Secretary.

Hongkong, 20th October, 1903. [2977]

FOR SALE.

THE NEW "SUN" NO. 2

ANTI-RIBBON VISIBLE

TYPEWRITER.

IT is a type-lever Machine, has Anti-Ribbon

Linking Mechanism which costs one-ton-ton

the cost of a ribbon, has universal keyboard of

27 keys, and writes altogether 81 characters.

It takes in paper 8½ inches and writes a line of

7½ inches. It measures 8½ by 12 by 11 inches

and weighs 13 pounds unpacked.

Beautiful work up; reaching Print, which is

impossible with a Ribbon.

A small consignment of above Machines

having just arrived, are offered for Sale at

\$135 net.

Easy term of small monthly payments on

hire system accepted, on orders only, from

scholars and other approved applicants wishing

to acquire a machine for learning preparatory

to clerical or otherwise.

Circular and Particulars to be had on applica-

tion.

THE CENTRAL PRINTING OFFICE,

No. 31, ELGIN ROAD, Kowloon (Two

doors next to Kowloon Hotel).

Meals à la Carte, Steaks, Chops, &c., &c., at

any time between 7 a.m. and 10.30 p.m. Monthly

terms on application.

Pupils enrolled at the Robinson Piano Co. Ltd.

Hongkong, 15th October 1903. [2989]

KOWLOON ROTISSERIE.

N°. 31, ELGIN ROAD, Kowloon (Two

doors next to Kowloon Hotel).

Meals à la Carte, Steaks, Chops, &c., &c., at

any time between 7 a.m. and 10.30 p.m. Monthly

terms on application.

Hongkong, 22nd October, 1903. [2952]

NOTICE TO CONSIGNEES.

NEW ADVERTISEMENTS

THE IMPROVEMENT IN EXCHANGE.

REDUCTION IN PRICES.

M. R. H. RUTTONJEE begs to announce that from NOVEMBER 1st, on

Account of the Improvement in Exchange, the

Prices of his PROVISIONS, WINES, &c., will be REDUCED by 10 PER CENT.

Revised Price Lists will be ready in the

middle of November.

NOTE THE ADDRESSES:

5, D'Aguilar Street, Hongkong,

37 and 38, Elgin Road, Kowloon.

Hongkong, 27th October, 1903. [2984]

TO LET, WITH OR WITHOUT BOARD.

COMMODIOUS and COMFORTABLE

FURNISHED ROOM with BATH

ROOM, with English family.

Cool, quiet and healthy locality.

APPLY—" LODGINGS."

Care of DAILY PRESS Office.

Hongkong, 27th October, 1903. [2985]

SHORTHAND.

SHORTHAND taught privately. Pitman's

System.

X.

Care of DAILY PRESS Office.

Hongkong, 27th October, 1903. [2983]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Gibson, will be despatched for the above

ports TO-DAY, the 27th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEWSON & CO.

General Managers.

Hongkong, 26th October, 1903. [2981]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOOMBAY, KARACHI,

ADEN, SUEZ and PORT SAID.

(Taking Cargos at through rates to the BEASLE;

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON."

Captain Klauber, will be despatched as above

on TO-MORROW, the 28th inst., at NOON.

For Freight or Passage, apply to

SANDER, WISLER & CO.

Agents.

Princes' Buildings.

Hongkong, 26

THE
ROBINSON PIANO
COMPANY, LIMITED

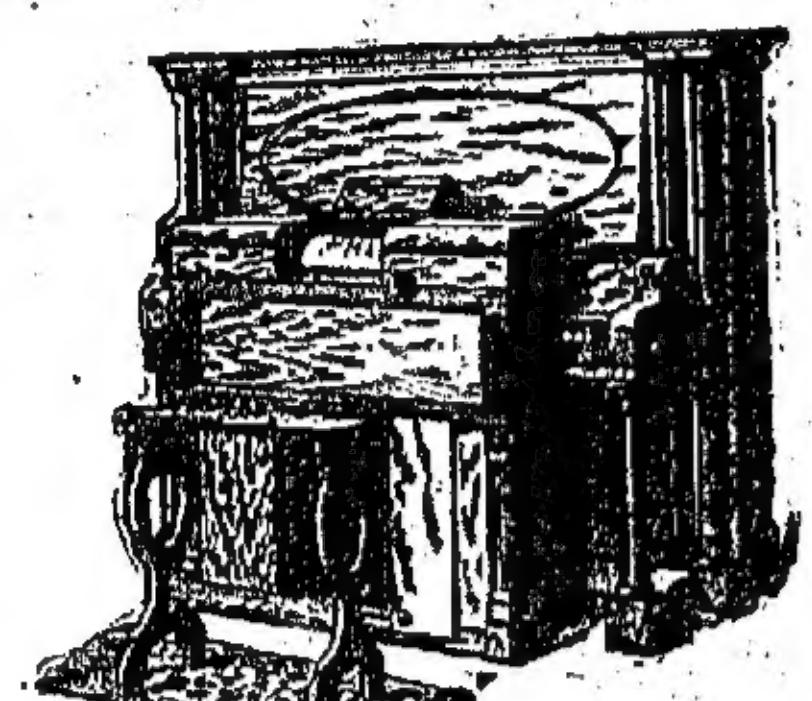
NOTE.

ENTIRELY
NEW STOCK
ARRIVING.
SPECIALY AND MOST CAREFULLY
CHOSEN BY OUR
M. R. ROBINSON,
NOW IN EUROPE.

REAT
REDUCTIONS

in our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [244]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.
Hongkong 1st July, 1902. [890]

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Room 4 and 5. [2545]

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LAQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [26]

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE

ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-
ANCE. Prospectsus on application.

TUNER & CO.

Agents.

Hongkong, 23rd September, 1903. [273]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902.

216,379,771.

I. AUTHORIZED CAPITAL... 23,000,000 0 0

SUBSCRIBED CAPITAL... 2750,000 0 0

PAID-UP CAPITAL..... 687,500 0 0

II. FUND FUND..... 2,867,215 14 10

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOME'S & CO.

Agents.

Hongkong, 19th June, 1903. [1893]

SALAMANDER FIRE INSURANCE
COMPANY.The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ & JACOB & CO.

Agents.

Hongkong, 2nd April, 1900. [12]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELL.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.

Agents.

Hongkong, 21st April, 1897. [113]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... 2,825,719

Total Losses Paid... 2,769,240

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.

Agents.

Hongkong, 16th May, 1903. [1443]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSSEN & CO.

Agents.

Hongkong, 16th May, 1892. [21]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS-LAPEAUX & CO.

Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [128]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

FOUNDED 1710.

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSEN & CO.

Agents.

Hongkong, 20th May 1895. [72]

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.THE undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.

HOTZ & JACOB & CO.

Agents.

Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF

LIVERPOOL.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.

Agents.

Hongkong, 3rd August, 1903. [2185]

DEUTSCHE WEINGESELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF

AHRBLEICHART, red Ahr Wine at \$18.50

GRAECKER, Moselle... 16... \$16.50

LAUBENHEIMER, Hock... 15... \$15.00

All per Case of 24 Quarts.

Price reductions for larger orders.

GROSSMANN & CO.

Agents.

Hongkong, 16th October, 1902. [2897]

SCIENTIFIC MISCELLANY.

VANISHED EUROPEANS—A HANDY FURNACE

HAIR-PREVENTION IN FRANCE—POWELLIZED

WOOD—HEIGHT OF SEA BREEZES—AN IM-
PROVED ABRASIVE—HAY-FEVER TOXIN

SWIMMING LEAVES—A NEW SKIN INFECTION.

hardness it is adapted for varied work in leather,
wax-cloth, foil, wood, metal, and stone.

A study of bird migration from the Kentish

Knot Lightship, at the mouth of the Thames,

21 miles from land, has been undertaken by W.

Eagle Clarke, of Edinburgh.

Applying rya-pollen to the nostrils. Professor

Dunbar, of Hamburg, Germany, has produced

symptoms of hay fever in persons liable to the

malady, obtaining no effect in persons who were

immune. Further experiment indicated that the

hay fever poison is a soluble toxin contained in

the starch of the pollen of the grasses.

Hypodermic injections of the pollen produced

hay fever symptoms in fifteen minutes, which

increased for four hours, with violent swelling

about the puncture on the forearm. In an

immune the injection caused simply a slight

swelling. Finally rabbits were injected, and

after several weeks yielded a serum that could

neutralize the toxin.

French botanists have been amusing them-

selves by causing leaves to swim about in water

in a very mysterious and animal-like way.

The Peruvian or false pear tree (*Schinus molle*)

is a tree much grown in France, and a pigeon

broken from one of its leaves and thrown upon

the water soon began to glide over the surface.

The propelling force is the essential oil issuing

from the break. The phenomenon is shown

even more strikingly by *Pithecopus Tebita*,

a pretty Chinese shrub, and M. Lequeut mentions

his delight at seeing these leaf fragments

glide about like water-bugs or spiders, turning

to and fro, pirouetting, and making continual

circuits. To ensure success, the water-surface

must be free from oil.

A new English epidemic is characterized

by intolerable itching and the presence beneath

the skin of nodular hardenings a little larger

than mustard-seeds. The severe itching is

increased by heat, cold or scratching. One

Birmingham doctor thinks the infection is due

to a parasite of milk and vegetables; another

suggests that it is the "craw-craw" of West

Africa!

The time-honoured faith of French vine-

growers in canary-swing as a means of resolving

hail into rain has been brought into discredit by

recent experience. They still cling to their

remedy, however, although it has been shown

that the vortex rings of gas or smoke from

the guns used cannot reach higher than 450

feet, while the hail clouds are about 1200 feet

high. Dr. Elida is making new experiments with

a gun throwing rings to a height of 1500 feet.

Recruits for the British Army show that

the working people are becoming smaller,

lighter, and more narrow-shouldered.

Filling the pores with sugar has somewhat

surprising effects upon wood. The process, as

devised by W. Powell of Liverpool, consists in

immersing the wood in heated sugar solution

for some hours, the time varying with the wood,

and then driving off all moisture in an oven.

No previous sootening is necessary. The spongy

fiber is converted into a compact lignous

substance, and it acquires greatly increased

durability and strength, with resistance to

changes of temperature and moisture, and even

fire. A special advantage is that the softer

and cheaper—and even defective—woods can be

made to serve many purposes in place of expen-

sive hardwoods. The sugar does not dissolve

out, and it does not promote fermentation and

the growth of destructive organisms, but it pro-

duces some remarkable chemical or physical

transformations in a manner not yet understood.

SHIPPING.

ARRIVALS.

Oct. 25, Gaea, Norwegian steamer, 625. M. Pedersen, Hongkong 21st October, Coal.—
Sander, Wieland & Co., 1730.
Oct. 25, CATHERINE APEK, British str., 1730.—
A. Stewart, Calcutta 10th Oct., General.—
DAVID SEDDON & CO., Ltd.

Oct. 26, CHINA, American str., 7,180. D. E. Friddle, San Francisco and Shanghai 23rd Oct., Mail and General.—P. M. S. S. Co.
Oct. 26, CITI-SANG, British str., 1,424, Loppe, Shanghai 23rd Oct., and Syatow 25th, General.—JARDINE, MATTHESON & CO.
Oct. 27, HAITAN, British str., 1,183. T. S. Roach, Foochow 24th October, General.—
DOUGLAS LAFFAIX & CO.

Oct. 26, HANU, French str., 739. P. Morlees, Haiphong and Holloway 25th Oct., General.—
A. R. MARY.

Oct. 26, HONGKONG I, British str., 2,060. Pentney, Straits Ports 21st October, General.—
CHINESE.

Oct. 26, LOHNGANO, British str., 1,092. G. S. Weigall, Manila 23rd Oct., General.—
JARDINE, MATTHESON & CO.

Oct. 26, LOHNG, German str., 1,021. C. Schurz, Bangkok 16th October, Rice and Wood.—
BUTTERFIELD & SWINE.

Oct. 26, PHU A CHOM KLAO, German str., 1,011. D. Rainier, Bangkok 18th October, Rice and Wood.—
BUTTERFIELD & SWINE.

Oct. 26, PRONTO, German str., 632. H. Grandi, Newchow and Chufu 20th October, Bear.—
SIESENBERG & CO.

Oct. 26, WUICHANG, British str., 301. Sommerville, Wuchow 22nd Oct., General.—
BUTTERFIELD & SWINE.

CLEARANCES
AT THE HAMBURG MASTER'S OFFICE.

Choupan, British str., for Canton. 26th October.
Daphne, German str., for Amoy.
Empire, British str., for Shanghai.
Hanspan, British str., for Shanghai.
Hippolyte, British str., for Hongkong.
Nanyang, German str., for Singapore.
Pronto, German str., for Canton.

DEPARTURES.

25th October.
AUSTRALIAN, British str., for Australia.
26th October.
AMPHITRITE, British cruiser, for Mirs Bay.
ANNA, Norwegian str., for Vladivostock.
HALOONG, British str., for Swatow.
HUEH, British str., for Cebu.
NANSHAN, British str., for Amoy.
NANCHANG, British str., for Tientsin.
TALYAN, British str., for Australia.
WOOING, British str., for Canton.

VESSELS IN DOCK.

26th October.
ABERDEEN DOCKS.—U.S.S. Don Juan de Austria.
KINGSTON DOCKS.—Littlestone, U.S.A.T.
Wright, Hercules, Tucar, Thales, Chrysanthemum.
Dr. H. J. K. Pant, Bear, Atherton.

COSMOPOLITAN DOCK.—Triton, Tewar.

SHIPPING REPORTS.

The German steamer *Louisa*, from Bangkok 16th Oct., had a heavy typhoon blowing with very high sea and squalls of hurricane force from 22nd to 24th October.

The British steamer *Hastin*, from Foochow 24th Oct., had moderate to light N.E. to E. winds and fine weather. Vessels in Foochow—*Kingfisher* and *Hawking*.

The British steamer *Catherine Apek*, from Calcutta 16th Oct., had light northerly breeze with heavy swell to Paracel. From Paracel to port moderate N.E. breeze and sea.

British steamer *Louisa*, from Manila 23rd Oct., had light variable breeze, still N.E. swell and some rain to lat. 117° N. long. 115° E.; thence to port fresh N.E. winds with moderate N.E. sea fine weather. Passed 4-in ship *Dragonfly* of Haycock, and a wooden banque in lat. 15° 41' N. long. 119° 18' E., heading about N.W.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HATTAN," will be despatched for the above ports TO-MORROW, the 23rd instant, at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAFFAIX & CO., General Managers.
Hongkong, 26th October, 1903. [2975]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIODO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"HAMBURG,"

OF THE HAMBURG-AMERIKA LINIE.
Captain E. B. in-charge, due here with the outward German Mail about THURSDAY, at 6 A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 26th October, 1903. [2975]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATTHESON & CO., General Managers.

Hongkong, 26th October, 1903. [2976]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship
"CHINGWO,"

Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 10th October, 1903. [2843]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAMES	FLAG	CAPTAIN	FOR FREIGHT AT P.M.	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP	TANTALUS	Brit. str.		BUTTERFIELD & SWINE	10th Nov.
LONDON & ANTWERP	POLYPHEMUS	Brit. str.		BUTTERFIELD & SWINE	24th Nov.
LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWINE	15th Dec.
ANTWERP & HAMBURG	CANADA	Brit. str.	Wagner	HAMBURG-AMERIKA LINIE	14th Nov.
MARSEILLES, LONDON & ANTWERP	PAR LING	Brit. str.		BUTTERFIELD & SWINE	To-day.
MARSEILLES, LONDON & ANTWERP	WAKARA MARU	J. B. MacMillan Sailor		NIPPON YUSEN KAISHA	31st inst. Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	YAKKA	Fren. str.		MESSAGERIES MARITIMES	1st Dec.
MARSEILLES & LIVERPOOL	NINGCHOW	Brit. str.		BUTTERFIELD & SWINE	22nd Dec.
MARSEILLES, LONDON & ANTWERP	HYSON	Brit. str.		BUTTERFIELD & SWINE	25th Jan.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.		BUTTERFIELD & SWINE	To-morrow, Noon.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		MELCHERS & CO.	3rd November.
MARSEILLES, LONDON & ANTWERP	AMBRIA	Brit. str.		HAMBURG-AMERIKA LINIE	21st November.
MARSHAL, VIA SUEZ CANAL	NIKKON	Brit. str.		HAMBURG-AMERIKA LINIE	1st December.
MARSHAL, VIA SUEZ CANAL	SENECA	Brit. str.		HAMBURG-AMERIKA LINIE	15th Dec.
MARSHAL, VIA SUEZ CANAL	ATHENIAN	Brit. str.		HAMBURG-AMERIKA LINIE	29th Dec.
MARSHAL, VIA SUEZ CANAL	E. OF INDIA	Brit. str.		HAMBURG-AMERIKA LINIE	5th Jan.
MARSHAL, VIA SUEZ CANAL	CANARY	Brit. str.		HAMBURG-AMERIKA LINIE	20th Nov. P.M.
MARSHAL, VIA SUEZ CANAL	YIO MARU	Brit. str.		DODWELL & CO. LTD.	About 18th Nov.
MARSHAL, VIA SUEZ CANAL	SHAWMUT	W. T. Bain		SHAWN, TOME & CO.	About 31st inst.
MARSHAL, VIA SUEZ CANAL	INDRAJAPURA	P. T. Hollingsworth		STANDARD OIL CO.	About 5th Nov.
MARSHAL, VIA SUEZ CANAL	EMPIRE	P. T. Hollingsworth		CANADIAN PACIFIC R. CO.	4th November.
MARSHAL, VIA SUEZ CANAL	KASUGA MARU	Jap. str.		CANADIAN PACIFIC R. CO.	18th November.
MARSHAL, VIA SUEZ CANAL	SENECA	Jap. str.		BUTTERFIELD & SWINE	2nd Nov.
MARSHAL, VIA SUEZ CANAL	CHINGWO	Jap. str.		BUTTERFIELD & SWINE	14th Nov.
MARSHAL, VIA SUEZ CANAL	TSINAN	Jap. str.		PARKINSON	18th Nov., at Noon.
MARSHAL, VIA SUEZ CANAL	BOMBAY MARU	Jap. str.		T. Mura	6th Nov., at 4 P.M.
MARSHAL, VIA SUEZ CANAL	BINGO MARU	Jap. str.		NIPPON YUSEN KAISHA	3rd Nov.
MARSHAL, VIA SUEZ CANAL	KUMANO MARU	Jap. str.		NIPPON YUSEN KAISHA	1st Nov., Daylight.
MARSHAL, VIA SUEZ CANAL	PRONTO	Jap. str.		HAMBURG-AMERIKA LINIE	29th Dec.
MARSHAL, VIA SUEZ CANAL	HAMBURG	Jap. str.		MELCHERS & CO.	29th inst.
MARSHAL, VIA SUEZ CANAL	WOOSHING	Jap. str.		R. Ogata	To-morrow.
MARSHAL, VIA SUEZ CANAL	DAIJIN MARU	Jap. str.		OSAKA SHOSEN KAISHA	To-day, at Noon.
MARSHAL, VIA SUEZ CANAL	MADEJUZU MARU	Jap. str.		OSAKA SHOSEN KAISHA	29th inst.
MARSHAL, VIA SUEZ CANAL	AMOY MARU	Jap. str.		DODWELL & CO. LTD.	29th inst.
MARSHAL, VIA SUEZ CANAL	HAITAN	Jap. str.		JARDINE, MATTHESON & CO.	30th inst., at 4 P.M.
MARSHAL, VIA SUEZ CANAL	TEUCER	Jap. str.		SHAWN, TOME & CO.	31st inst., 10 A.M.
MARSHAL, VIA SUEZ CANAL	LOONGSANG	Jap. str.		DODWELL & CO. LTD.	31st inst., 19 A.M.
MARSHAL, VIA SUEZ CANAL	MANILA	Jap. str.		T. W. Garlick	7th Nov., 10 A.M.
MARSHAL, VIA SUEZ CANAL	MANILA DIRECT	Jap. str.		BUTTERFIELD & SWINE	About 23rd Nov.
MARSHAL, VIA SUEZ CANAL	ROHILLA MARU	Jap. str.		T. Harrison	29th inst.
MARSHAL, VIA SUEZ CANAL	ZAFIRO	Jap. str.		NIPPON YUSEN KAISHA	3rd Nov., of Noon.
MARSHAL, VIA SUEZ CANAL	WUCHANG	Jap. str.		JARDINE, MATTHESON & CO.	To-morrow, Noon.
MARSHAL, VIA SUEZ CANAL	KINSHU MARU	Jap. str.		Buller	
MARSHAL, VIA SUEZ CANAL	KAGOSHIMA MARU	Jap. str.			
MARSHAL, VIA SUEZ CANAL	KUMSANG	Jap. str.			

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship
"SUEVIA,"
Captain Baret, will be despatched for the above ports on FRIDAY, the 30th inst., at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st October, 1903. [2942]

FOR MANILA.

THE Steamship
"TEUCER,"
Captain P. R. Silverlock, will be despatched for the above port on or about FRIDAY, the 30th instant.
Good Accommodation for Cabin Passengers at reduced rates.
For Freight and Passage, apply to
DODWELL & CO. LTD., Agents.
Hongkong, 27th October, 1903. [2938]

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,606 tons. T. W. Garlick About 28th November.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
* OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
* TACOMA	2,512	M. Radley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TREMONT	9,606	T. W. Garlick	Thursday, December 24th
+ LYRA	4,417	G. V. Williams	Thursday, January 21st

* Have no second class accommodation. + Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.**

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.
LONDON and ANTWERP	"TANTALUS"	On 10th November.
* MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.
	* Taking Cargo for Liverpool at London Rates.	

TRANS-PACIFIC SERVICE.

STEAMER	TO SAIL	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "OANFA"	On 2nd November.	
NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 30th November.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

[10-12]

Hongkong, 24th October, 1903.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOING"	On 29th October.
AMOY and MANILA	"KAIFONG"	On 29th October.
ICHOLO	"WUCHANG"	On 30th October.
KOBE	"TSINAN"	On 31st October.
	* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
	* Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.	
	Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.	
	REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	
	For Freight or Passage, apply to—	
	BUTTERFIELD & SWIRE, AGENTS.	
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NIIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY):

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 29th Oct., at 4 P.M.
T. Harrison		
BOMBAY MARU	KOBE and YOKOHAMA	FRIDAY, 30th Oct., at NOON.
T. Mura		
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	SATURDAY, 31st Oct., at DAYLIGHT.
J. B. MacMillan	PENANG, COLOMBO and PORT SAID	
IVO MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Nov., at 4 P.M.
C. H. Baker	U.S.A. via SHANGHAI, MOJI	
KAGOSHIMA MARU	KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.
K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd Nov., at NOON.
KUMANO MARU		
E. W. Haswell	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	WEDNESDAY, 4th Nov., at NOON.
BINGO MARU	NAGASAKI, KOBE & YOKOHAMA	FRIDAY, 6th Nov., at DAYLIGHT.
F. Davis	KOBE and YOKOHAMA	
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND	FRIDAY, 6th Nov., at DAYLIGHT.
W. Hunter	TOWNSVILLE and BRISBANE	at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—

T. S. TAKAYANAGI, Acting Manager.

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**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSELLES	JAVA	About 30th October	Freight and Passage.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA	About 31st October	Freight and Passage.
	B. H. W. Snow		

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 24th October, 1903.

PORLTAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON
OF JAPAN, MONT, KOBE and YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAPURA" 4,896 A. E. Hollingsworth November 14, 1903

"INDRASAMHA" 5,197 W. E. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1903.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"SENECA."

Captain C. R. Beynon, will be despatched on or about THURSDAY, the 5th November.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK,

Orionial Freight Department, Hongkong, 14th October, 1903. [2882]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

Calling at POET DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Company's Steamship

"INDRA."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon; where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th inst., at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All landed packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY, the 21st inst.

JARDINE, MATHESON & CO., Agents.

Hongkong, 21st October, 1903. [2948]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex.s. Medea and Sidera, from Havre ex.s. Sidon, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are given to the contrary before NOON, TO-DAY, the 21st inst., requesting to be held here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 27th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

Mr. G. de CHAMPEAUX, Agent.

Hongkong, 29th October, 1903. [2955]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"HEEMISTON," Captain W. T. Bain.

will be despatched on or about WEDNESDAY, the 18th NOVEMBER.

For Freight, &c., apply to SHEWAN, TOME & CO., General Agents.

Hongkong, 23rd October, 1903. [2955]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA, REDUCED SALOON PASSAGE MONEY,

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [2964]

NATAI, LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1903. [2964]

HONGKONG—MACAO LINE.

POST OFFICE NOTICES.

REG' XMAS AND NEW YEAR PARCELS (in Gibraltar).—Parcels for the United Kingdom posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 29th November, are due in London about the 26th December.

The following postage will be collected:—

For a parcel not exceeding 3 lbs. in weight—50 cents.

1 lb. " " " 31.50

With an additional 50 cents. Parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday, the 20th November are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All Parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

The *Hawkins*, with the German Mail of the 29th ult., left Singapore on Saturday, the 24th inst., and may be expected here on or about Thursday, the 29th inst.

The *Doric*, with the American Mail of the 7th inst., left Yokohama on Tuesday, the 27th inst., at daylight, and may be expected here on or about Wednesday, the 4th prox.

MAILS WILL CLOSE.

FOR

PER

DATE

Canton	27th, 9.30 A.M.
Hainan	Tuesday, 11.00 A.M.
Dapine	27th, 1.00 P.M.
Macao	27th, 1.15 P.M.
Mauritius	27th, 2.00 P.M.
Kamchuk and Samshui	27th, 4.00 P.M.
Pakhoi	27th, 5.00 P.M.
Amoy	27th, 5.00 P.M.
Holloway and Pakhoi	27th, 5.00 P.M.
Syatin, Amoy and Foochow	27th, 5.00 P.M.
Moji, Kolo, Yokohama, Victoria, B.C. and Portland (Or.)	27th, 5.00 P.M.
Canton	27th, 5.00 P.M.
Namao	27th, 5.00 P.M.
Sanbou	27th, 5.00 P.M.
Macao	27th, 5.00 P.M.
Canton	27th, 5.00 P.M.
Struts and Calcutta	27th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
HONOLULU and SAN FRANCISCO

Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

EUROPE, &c., India via Tuticorin
(Late Letters 11.00 to 12.00 A.M. Extra Postage 10 cents.)

(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

COMMERCIAL.

CLOSING QUOTATIONS.

26th October.

ON LONDON.—
Telegraphic Transfer 1/10^t
Bank Bills, on demand 1/10^t
Bank Bills, at 30 days' sight 1/10^t
Bank Bills, at 4 months' sight 1/10^t
Credits, at 4 months' sight 1/10^t
Documentary Bills, 4 months' sight/10^t

ON PARIS.—
Bank Bills, on demand 23/4^t
Credits, at 4 months' sight 23/8^t

ON GENEVA.—
On demand 191

ON NEW YORK.—
Bank Bills, on demand 45^t
Credits, 60 days' sight 46^t

ON ROME.—
Telegraphic Transfer 139^t
Bank, on demand 139^t

ON CALCUTTA.—
Telegraphic Transfer 130^t

Bank, on demand 139^t

ON SHANGHAI.—
Bank, at sight 71^t
Private, 30 days' sight 72^t

ON YOKOHAMA.—On demand 90^t

ON MANILA.—On demand Nominal

ON SINGAPORE.—On demand Nominal

ON BANGKOK.—On demand 123^t

ON HUZHONG.—On demand 14.40 p.m.

ON SUCHEON.—On demand 1 p.m. pm.

ON BANGKOK.—On demand 61

SOVEREIGN BANK'S Buying Rate 810.80

GOLD LEI, 100 fine, per tael 56.70

BAR SILVER, per oz. 25^t

OPIUM.

26th October.

Quotations are:—Allowances not to be cast.

Malva New 1900 to — per picul

Malva Old 1950 to —

Malva V. Old 31010 to —

Parina fine quality 1830 to —

Parina extra fine 1840 to —

Fatsa New 31100 to — per cwt.

Parra Old 31095 to —

Bearas New 31095 to —

Bearas Old — to —

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* arrived at Shanghai at 3 a.m. on the 24th inst., and left again at 10 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 27th inst.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg* left Singapore on the 24th inst., at noon, and may be expected here on the 25th inst., at 6 a.m.

THE AMERICAN MAIL.

The O. & O. steamer *Doric* leaves Yokohama for this port, via Inland Sea, on the 27th inst., a.m.

The T.K.K. steamer *Nippon Maru* left San Francisco for this port via Honolulu, &c., on the 15th inst.

The P.M. steamer *Siberia* left San Francisco for this port, via Honolulu, &c., on the 23rd inst.

THE INDIAN MAIL.

The Indo-China steamer *Nanfang* left Calcutta for this port, via the Straits, on the 17th inst., and may be expected here on the 2nd prox.

MECHANIC'S PARLOR.

The C. & M. steamer *Siberia* left Cebu on the 23rd inst., a.m., and is expected here to-morrow.

The P. & O. steamer *Formosa* left Singapore for this port on the 25th inst., at 8 a.m.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Kobe for this port via Moji on the 25th inst., and is expected here on the 1st prox.

The P. & O. steamer *Indrapura* arrived at Yokohama on the 24th inst., and may be expected here about the 5th prox.

The C.M. steamer *Nenjōkō* left Victoria (B.C.) on the 10th inst. for Hongkong via Japan ports.

The C.N. steamer *Changsha*, from Australian ports via Manila, left Sydney on the 17th inst., and is expected here on the 8th prox.

The C.N. steamer *Olympia* left Victoria (B.C.) for Yokohama and the usual ports on the 18th inst., and may be expected here on the 16th prox.

STEAMERS PASSED THE CANAL.

2nd Oct.—*Byron*, *Sir Edmund*, 6th—*Forrest*, *Arabia*, *Highshire*, *Hawkins*, *Longfellow*, *Neftir*, *Osprey*, *Keeman*, 11th—*Binga*, *Meru*, *Sydney*, *Ulysses*, *Denmark*, 13th—*Canada*, *Glen Jarg*, *Mogul*, *Driesen*, 16th—*Achilles*, *Argonauta*, *Bengal*, *Hudson*, *Stolzen*, *Kingsgate*, *Sithone*, 20th—*Komakawa Maru*, *Braemar*, *Monia*, *Kintuck*, *Prins Heinrich*, *Samure*, 23rd—*Konigsberg*, *Merkinehaw*, *Frentheus*, *Denbighshire*, *Ajaz*, *Nurnberg*, *Tamia Maru*.

ARRIVALS AT HOME.

29th Sept.—*Tydeus*, *Hakata Maru*, *Sachsen*,

JOINT STOCK SHARES.

Hongkong, 26th October.

COMPANY	Paid up.	Quotations
Hongkong & Shai...	\$125	6300, sellers London 243.
Natl. Bank of China	29	628, buyers
	28	628, buyers
Bell's Asbestos E. A.	21	619.
Canton-Hongkong Ice	310	110, nominal
Campbell, Moore & Co.	110	140, sellers
China-Borneo Co., Ltd.	112	131, sellers
China Light and Power Co., Ltd.	20	35, buyers
China Frc. L. & M.	110	89, sellers
China Sugar	100	107, sellers
Ahambra, Ltd.	500	329, buyers
Phillipine Tobacco Trust Co., Ltd.	750	516, sales
Cotton Mills	100	321, sellers
Two	100	75, 40, sellers
Leung Kung Mow	100	180.
Boycott	500	180.
Hongkong	100	144, buyers
Dairy Farm	80	131, buyers
Green Island Cement	110	224, sellers
H. & C. Bakery	110	140, buyers
Hongkong & C. Gas	100	80, sellers
Hongkong Electric	100	161, buyers
H. H. L. Trawnyways	100	162, sellers
Hongkong Water	10	151, buyers
Hongkong Hotel	100	247, sellers
H. & K. Wharf & Co.	100	87, sellers
Hongkong Hojo	100	145, sellers
H. & W. Dock	100	814, buyers
Insurance	100	176, ex div.
China Fire	100	80.
China Traders	100	614.
Hongkong Fire	100	240.
Levi's China	100	180.
Yankee	100	135.
Land and Building	100	165, sellers
Hongkong Land Inv.	100	10,72, sellers
Humphreys Estate	100	35.
Kowloon Land & B.	100	552, sellers
West Point Building	100	10.
Luzon Sugar	100	16.
Manila Invest. Co., Ltd.	100	10.
Mining	250	3000, sellers
Charbonnages	100	50, cts.
Jebeu	100	150.
Panjou	100	89.
Do. Preference	100	89.
Rands	100	88, sellers
New Amy Dow	100	98, sales
Oriente Hotel, Manila	100	88, sellers
Powell, Ltd.	100	88, sellers
Robinson Piano Co., Ltd.	100	80.
Steamship Co., Ltd.	100	184.
Douglas Steamship	100	80, buyers
H. & Canton and M.	100	141, sellers
Indo-China S. N.	100	111, sellers
Shah's Transport and Trading Co.	100	188, sellers
Star Ferry	100	126, sellers
S.C.F. Boyd & Co., Ltd.	100	117.
S. & H. Dyeing & C. Co., Ltd.	100	50, nominal
Tetrau Planting Co.	100	85, nominal
United Asbestos	100	80, buyers
Universal Trading Co., Ltd.	100	223, buyers
Watkins, Ltd.	100	8, sellers
Watson & Co., A.S.	100	144, sales

VERNON &amp